





## Mails.

## NORDDEUTSCHER LLOYD.

BREMER.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL ON

OBE and YOKOHAMA ..... { "PRINZ WALDEMAR" ..... } About TUESDAY,  
Capt. F. Iscke (T. 6,100) 10th January.NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ..... { "GOEBEN" ..... } WEDNESDAY,  
Capt. F. Bolic (T. 17,300) 11th Jan. at Noon.SHANGHAI, TSINGTAU, KOBE ..... { "DERFFLINGER" ..... } About WEDNESDAY,  
Capt. G. Meiners (T. 17,000) 11th January.MANILA, YAP, ANGAUR, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE ..... { "PRINZ WALDEMAR" ..... } SATURDAY,  
Capt. F. Iscke (T. 6,100) 28th Jan. at Daylight.KUDAT and SANDAKAN ..... { "BORNEO" ..... } Middle of  
Capt. F. Sembill (T. 5,050) January.All the steamers of the European Line are fitted with Wireless Telegraphic, New System of  
Telephones.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 3rd January, 1911.

## THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and  
Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

## No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length ..... 515 ft. Docking Length ..... 376 ft. Docking Length ..... 481 ft.  
Width of Entrance ..... 80 " Width of Entrance ..... 50 " Width of Entrance ..... 63 "  
Water on Blocks ..... 28 " Water on Blocks ..... 26 " Water on Blocks ..... 21.5 "

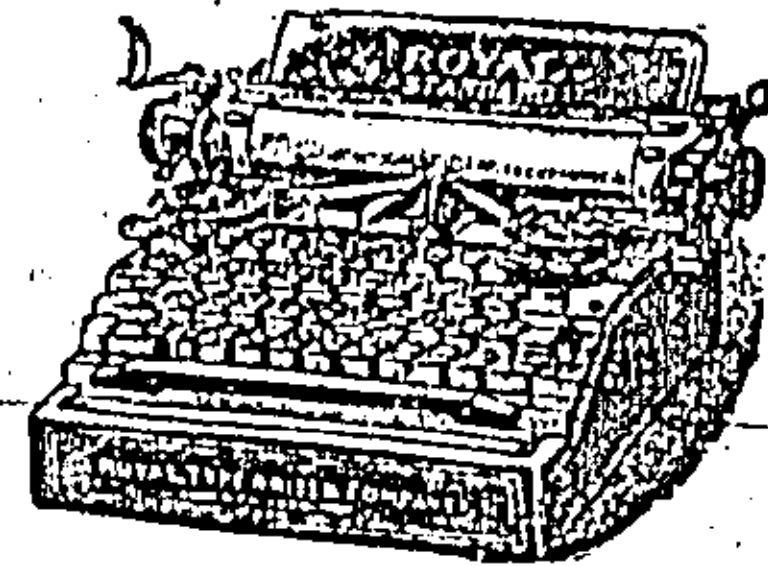
Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including  
tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons  
pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters  
constructional steel work, etc. Tenders on short notice by letter or cable.

## WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 1322, Takashimacho  
Office 293, or 2050, Iritancho Office 2251.106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private  
bonded warehouses. Floor area 733,131 square yards or 15,145 acres. Direct water frontage 0  
2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers dis-  
charging direct into warehouses. Railway siding with direct connection to the Government  
railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance  
undertaken. Rates moderate.

Yokohama, October 18th, 1910.



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ROYAL STANDARD  
TYPEWRITER

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Always Give Satisfaction.

PHONE No. 482 and the machine

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Repair to any Make of

## TYPEWRITERS,

## GRAMAPHONES,

AND

## SEWING MACHINES.

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## MOTOR CARS, BICYCLES and

## TYPEWRITERS

FOR HIRE.

## DRAGON CYCLE

## DEPOT

61, DES VUEX ROAD.

## GREEN ISLAND CEMENT COMPANY

LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES &amp; CO.,

General Managers.

Hongkong, 11th August, 1910.

## Intimations.

## RUBBER ESTATE RETURNS.

|                           | Oct.   | Nov.   | Jan.-Nov. |
|---------------------------|--------|--------|-----------|
| Allagar .....             | 8,555  | 5,850  | 34,877    |
| Alor Pongru .....         | 2,061  | —      | 15,118    |
| Alor Gajah .....          | —      | 370    | 1,073     |
| Alma .....                | 1,100  | 1,000  | 7,350     |
| Anglo Malay .....         | 6,159  | —      | 5,477     |
| Ayer Kuning .....         | 403    | —      | 2,586     |
| Ayer Molek .....          | 1,093  | —      | 18,338    |
| Ayer Panas .....          | 1,465  | 2,100  | 7,705     |
| Balagowah .....           | 5,481  | 9,979  | 94,817    |
| Batak Rabi .....          | 1,718  | —      | 5,563     |
| Batang .....              | 4,810  | —      | 24,327    |
| Batu Caves .....          | 15,572 | —      | 119,612   |
| Batu Tiga .....           | 11,251 | —      | 75,122    |
| Bernam .....              | 1,100  | 1,500  | 2,600     |
| Bertam .....              | —      | —      | 83,891    |
| Bikam .....               | 3,335  | —      | 20,101    |
| Brieh .....               | 1,718  | —      | 7,610     |
| Bukit Kajang .....        | 5,664  | 7,831  | 48,791    |
| Bukit Rajah .....         | —      | —      | 308,965   |
| Bukit Lintang .....       | 4,750  | 6,100  | 40,810    |
| Bukit Timah .....         | 1,557  | 1,740  | 6,574     |
| Bukit K. B. .....         | 691    | —      | 2,295     |
| Bukit Chelaka .....       | 4,000  | —      | 4,000     |
| Carey United .....        | 10,250 | 10,250 | 107,050   |
| Castelfield .....         | —      | —      | 31,168    |
| Changkat Serdang .....    | 2,955  | —      | 29,544    |
| Changkat Salak .....      | 2,514  | 1,929  | 11,591    |
| Chong .....               | 925    | 1,100  | 3,045     |
| Cleely .....              | 15,126 | 15,126 | 124,725   |
| Consolidated Malay .....  | —      | —      | 119,920   |
| Caladonia .....           | 23,641 | —      | 202,868   |
| Obumor .....              | —      | —      | 1,174     |
| Obumor .....              | 2,312  | 3,612  | 16,554    |
| Obumor .....              | 500    | 1,470  | 2,100     |
| Damansara .....           | —      | —      | 258,100   |
| Damlan .....              | 410    | 915    | 1,355     |
| Edinburgh .....           | 8,000  | —      | 64,950    |
| Federated (Selang.) ..... | —      | —      | 9,138     |
| F.M.S. Rubber .....       | 34,670 | 35,950 | 454,482   |
| Geelong .....             | —      | —      | 117,100   |
| Glencaly .....            | 2,024  | 2,132  | 19,797    |
| Glenshiel .....           | 5,317  | 6,016  | 40,856    |
| Golden Hope .....         | 8,527  | —      | 10,809    |
| Golconda .....            | —      | —      | 104,426   |
| Gula Kalumpung .....      | 12,000 | —      | 32,800    |
| Hal Kee .....             | 627    | —      | 3,120     |
| Harpenden .....           | 12,512 | 11,303 | 81,645    |
| Haytor .....              | 608    | 344    | 2,318     |
| Heawood .....             | 1,384  | —      | 6,501     |
| High & Lowlands .....     | 48,353 | 49,477 | 459,573   |
| Johanna .....             | 16,260 | 17,447 | 146,201   |
| Johanna .....             | 785    | —      | 4,663     |
| Johanna .....             | 450    | —      | 550       |
| Johanna .....             | —      | —      | 60,583    |
| Johanna .....             | 23,850 | —      | 186,250   |
| Kapar Para .....          | —      | —      | 97,816    |
| Kamuning .....            | 9,800  | 10,560 | 147,072   |
| Kempsey .....             | —      | —      | 27,134    |
| Kempsey .....             | 5,150  | —      | 31,639    |
| Klabang .....             | 259    | 413    | 1,421     |
| Kota Tlinggi .....        | 50     | —      | 4,098     |
| Kuala Klang .....         | —      | —      | 10,591    |
| Kurau .....               | 3,107  | —      | 13,765    |
| Kurian Rob. Est. .....    | 4,100  | —      | 29,534    |
| Kuala Lumpur .....        | 54,500 | —      | 455,756   |
| Kuala Selangor .....      | 7,000  | —      | 7,000     |
| Labu .....                | 20,102 | 20,128 | 181,288   |
| Landron .....             | 28,425 | 29,056 | 339,918   |
| Ledbury .....             | 10,883 | 12,310 | 121,761   |
| Linggi .....              | 82,000 | 82,000 | 751,500   |
| London Asiatic .....      | 10,777 | —      | 123,566   |
| Malaka Pinda .....        | 512    | —      | 1,294     |
| Malacca Plant .....       | 35,000 | —      | 255,000   |
| Mandal Telong .....       | 720    | 937    | 2,361     |
| Merton .....              | 2,484  | 2,335  | 16,741    |
| New Serendah .....        | 732    | —      | 2,354     |
| New Singapore .....       | 80     | 120    | 420       |
| North Hummock .....       | —      | —      | 41,018    |
| Nova Scotia .....         | —      | —      | 85,405    |
| Padaang Jawa .....        | 920    | —      | 920       |
| Pajam .....               | 3,000  | 4,420  | 29,700    |
| Pantai .....              | —      | 389    | 1,391     |
| Pataling .....            | 30,620 | —      | 265,541   |
| Pegoh .....               | 5,571  | 6,009  | 41,000    |
| Pengkalan Durian .....    | 985    | 1,405  | 5,241     |
| Perak Plant .....         | —      | —      | 98,688    |
| Port Dickson .....        | 1,150  | 1,653  | 8,131     |
| Raddella .....            | 1,534  | 1,712  | 11,415    |
| Rambia .....              | 1,415  | 1,658  | 9,931     |
| Ribu Rubber .....         | 7,027  | —      | 54,853    |
| Rubana .....              | 21,750 | —      | 131,779   |
| Ratani .....              | 2,500  | 2,750  | 16,854    |
| River Growers Assn. ..... | 3,977  | —      | 35,230    |
| St. Helena .....          | 170    | 265    | 1,105     |
| Sengat .....              | 9,200  | 3,017  | 72,778    |
| Selaba .....              | 9,000  | —      | 58,108    |
| Sungai Choh .....         | 4,550  | —      | 41,047    |
| Sungai Kapar .....        | —      | —      | 120,256   |
| Sandycroft .....          | 10,169 | 10,165 | 87,705    |
| Sandfield .....           | —      | —      | 135,504   |
| Selangor .....            | —      | —      | 227,799   |
| Seremban .....            | 24,387 | —      | 321,561   |
| Sembawang .....           | 838    | 941    | 3,857     |
| Senawang .....            | 8,168  | 9,863  | 65,441    |
| Shelford .....            | 10,000 | 11,000 | 10,301    |
| Sipore & Johore .....     | 14,421 | 15,641 | 116,007   |
| Singapore Para .....      | 5,250  | 4,250  | 51,825    |
| Straits Rubber .....      | 44,150 | —      | 240,030   |
| Sungai Way .....          | 5,033  | —      | 16,640    |
| Sungai Ohmor .....        | 1,889  | —      | 47,909    |
| Seaport .....             | 570    | —      | 6,868     |
| Tambalak .....            | 970    | —      | 2,616     |
| Tanjong Malim .....       | 1,800  | 1,700  | 5,950     |
| Telok Anson .....         | 1,050  | —      | 6,789     |
| Tall Ayer .....           | 14,481 | —      | 103,339   |
| Tralagar .....            | 318    | —      | 2,602     |
| Tramelby .....            | —      | —      | 31,803    |
| Talping .....             | 500    | —      | 2,453     |
| Ulu Pandan .....          | 530    | 574    | 2,865     |
| United Singapore .....    | 2,125  | 2,460  | 12,227    |
| United Sumatra .....      | 5,100  | —      | 41,136    |
| Vallambrosa .....         | —      | —      | 291,400   |

[All Totals are calculated for the calendar  
year instead of the financial year, which differs  
with many companies.—Singapore Free Press.]

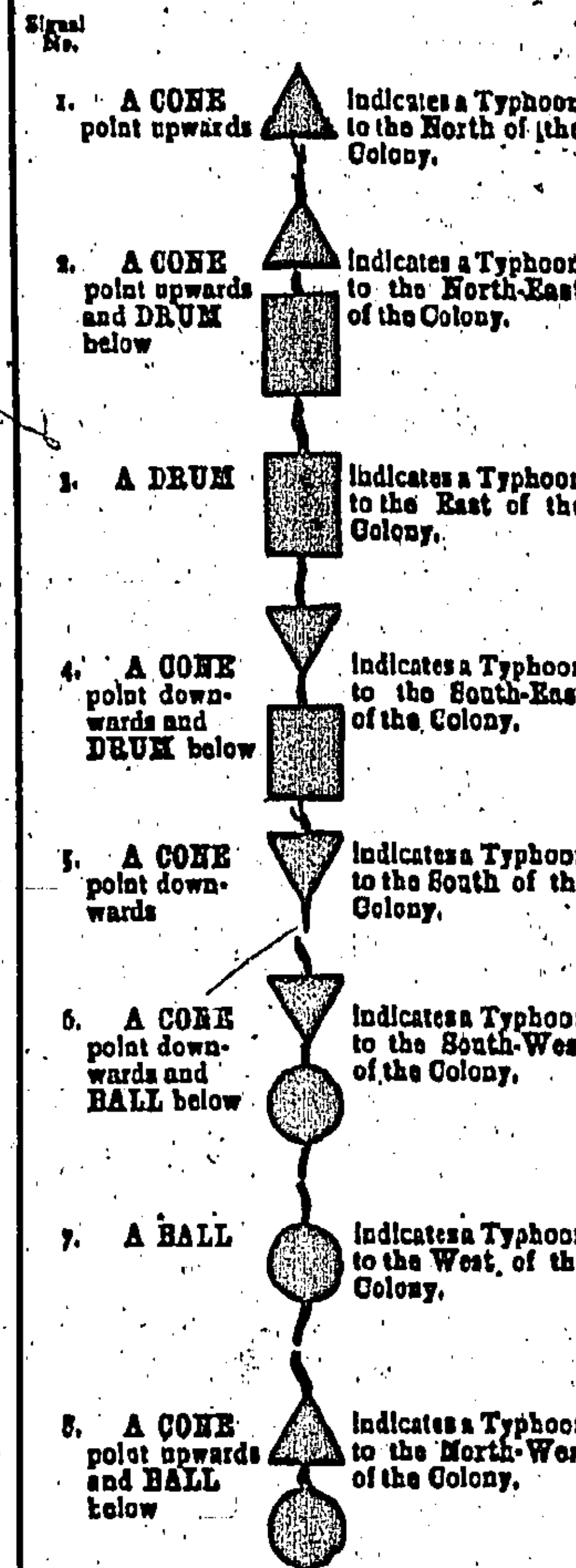
## PO SING.

JEWELLER AND SILVERSMITH,  
No. 1, POTTINGER STREET.CANTONESE SILVER WORK of every  
description done here. Moderate  
Prices.Xmas and New Year Presents in great  
variety and at special rates, suitable to all  
tastes and purses.

Hongkong, 2nd November, 1910.

WEATHER FORECAST AND  
STORM WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the  
mast in front of the Water Police Station at  
Tsim Sha Tsui for the information of masters  
of vessels leaving the port. They do not  
necessarily imply that bad weather is expected  
here:—Red Signals indicate that the centre is  
believed to be more than 100 miles away from  
the Colony.Black Signals indicate that the centre is  
believed to be less than 100 miles away from  
the Colony.The above signals will, as heretofore, be  
hoisted only when typhoons exist in such  
positions or are moving in such directions that  
information regarding them is considered to  
be of importance to the Colony or to shipping  
leaving the harbour.These signals are repeated at the Harbour  
Office, H.M.S. Tamar, Green Island Signal  
Mast, and the Flagstaff on the premises of the  
Hongkong and Kowloon Wharf and Godown  
Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected  
that the wind may increase to full typhoon  
force at any moment, the following Urgent  
Signal will be made at the Water Police  
Station, and repeated at the Harbour Office:—THREE EXPLOSIVE BOMBS, AT INTERVALS  
OF TEN SECONDS.A Black Cross will be hoisted at the same  
time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibi-  
ted from the Flagstaff on the roof of the Water  
Police Station at Kowloon, the Harbour Office  
Flagstaff, and H.M.S. Tamar.I. Three Lights Vertical, Green Green Green,  
indicates that a typhoon is believed to be  
situated more than 100 miles from the Colony.II. Three Lights Vertical, Green Red Green,  
indicates that a typhoon is believed to be  
situated less than 100 miles from the Colony.III. Three Lights Vertical, Red Green Red  
indicates that the wind may be expected to  
increase to full typhoon force at any moment.No. III. Signal will be accompanied by the  
Explosive Bombs, as above, in the event of the  
information conveyed by this signal being first  
published by night.These Night Signals will be substituted the  
the Day Signals at sunset, and will, when  
necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing  
Ocean Vessels, a Gong will be exhibited at  
each of the following stations during the time  
that any of the above Day Signals are hoisted  
in the Harbour.

|                 |              |
|-----------------|--------------|
| Gap Rock.       | Aberdeen.    |
| Waglan.         | San Ki Wan.  |
| Stanley.        | Sai Kung.    |
| Cape Collinson. | Sha Tau Kok. |
|                 | Tai Po.      |

This will indicate that there is a depression  
somewhere in the China Sea, and that a Storm  
Warning is hoisted in the Harbour.Further details can always be given to Ocean  
Vessels, on demand, by signal, from the High  
House.F. G. FROST,  
OFFICIAL.

1910 July 1911.

Intimations.

Wonderful  
New  
Designs!

Special for  
Christmas!

JEWELLERY  
PRECIOUS  
STONES

&c., &c., &c.

MOHIDEEN &  
CO.,  
38, QUEEN'S ROAD  
CENTRAL.

Hongkong, 14th November, 1910.

OSMAN &  
CASUM,  
1 & 3, D'AGUILAR STREET.

## JUST UNPAKED

Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

## MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SHIRTTIES and  
HOUSEHOLD LINENS.

Samples on application.  
Coast Port Orders carefully  
executed

Hongkong, 6th September, 1910.

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 4th January, 1911. [701]

TO LET.

A N OFFICE on 1st FLOOR, 16, DES  
VUEX ROAD CENTRAL.  
31, CONDUIT RD., CLIFTON GARDENS.  
1 & 2, BOWEN ROAD, lately occupied as  
Artillery Officer's Quarters. Suitable  
for Boarding House, or at Semi-  
detached House.  
GODOWNS, 151 to 155, PRAYA EAST.  
A HOUSE in WONG-MEI-CHONG ROAD,  
OFFICES in YORK BUILDING.  
No. 10, DES VUEX ROAD CENTRAL,  
1st Floor.  
SEMI-EUROPEAN FLATS, Praya East  
corner of Observation Place. The  
Tram stop at the door.  
Also NEW EUROPEAN FLATS ad-  
joining the new Seaman's Institute,  
Praya East.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 4th January 1911 [159]

TO LET.

GODOWN No. 54, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 4th January 1911 [61]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th June, 1910.

Dr. M. H. CHAUN,  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,  
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1911. [15]

LEE YEE  
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES  
AND

TOILET REQUISITES  
FOR SALE.

15, D'AGUILAR STREET,  
HONGKONG.

Hongkong, 2nd September, 1910. [11]



**Kutination.**

**THE HONGKONG TELEGRAPH CO., LD.**

**GENERAL PRINTERS PUBLISHERS COMMERCIAL STATIONERS INDIA RUBBER STAMP MAKERS.**

**AND ACCOUNT BOOK MANUFACTURER.**

**47, Des Voeux Road.**

**UNDERTAKES TO DO ALL KINDS OF JOB PRINTING FROM A VISITING CARD TO A POSTER.**

**ONLY FIRST-CLASS WORK DONE. PRICES MODERATE.**

Hongkong, 24th December, 1910.

## BIG BEN JANGLED.

FAMOUS BELL CRACKED AND OUT OF TUNE.

Sir Henry Lucy, writing to the Westminster Gazette, says:—Some years ago, travelling home from a journey round the world, I stayed awhile at Barmby. I was awakened one morning following my first night in the hotel by the thought that I was home again, whilst the light of the clock tower at Westminster end of his road of his tale. Through the night, the air floated the music of bells chiming the quarters after brief pause booming the hour. Often had I heard it by day and night through the storm and sunshine of Parliamentary life. And here, as I speedily realised, thousands of miles nearer the living tap, the familiar melody.

VIBRATED OVER ROOFS AND STREETS of houses, which, as when Wordsworth looked upon Lenjon from Westminster Bridge, "seemed asleep." On inquiry, I found the bell sounded from a clock tower close by. A week or two later, spending some days in London, I heard Big Ben's reiterated voice, and bestowed upon his native city a pair of bells that brought the music to Barmby. During the current year Big Ben has been in disgrace. It has been insisted that, if not his lately cracked, he is out of tune. One reason why he is flat, or other complaint that he is sharp.

Writing twenty-one years ago, Mr. Haweis said: Big Ben is cracked, and his tone grows sensibly worse every year. I might say every month. Yet, considering he is a bell, we can hardly be surprised that the crack does not go right through him. Whilst according to this surly Big Ben himself suffers from a flat third, the next largest bell is filled by a sharp third. In brief, none of the bells are in tune with each other. The intended intervals are indeed suggested, but it can scarcely be maintained by any musician that the discordant clangour which is heard a quarter of an hour is anything more than a vague approach to the intended sequence. This is a feature of indictment.

PEOPLED THE CLOCK TOWER. Big Ben, 6 ft. 6 in. of his race, was cast in the year 1857. With out form of baptism, he derived from Sir Benjamin Hall a name of his own. Over English-speaking islands and continents it was Sir Benjamin (afterwards Lord) who initiated the work of peopling the Clock Tower with bells. He obtained the collaboration of Lord Grimthorpe, at that time known as Sir Edmund Becket Denison, Q.C., the highest authority of the day on the subject of bells. He entered upon the task with characteristic energy, not only designing the big bell but the great clock face that stands four square to all his winds of heaven.

There were only three English bell-founders whose works were big enough, their experience wide enough to grapple with the gigantic undertaking of casting Big Ben. The tender of Messrs. Wm. and John Smith, of Whitechapel, was accepted, albeit, whilst the usual price of bell metal was seven guineas a hundredweight they asked ten. From the outset misfortune attended Big Ben. His cast came out two tons heavier than was intended, and was consequently so far thicker than it required a day or two to the estimate of weight. After being sang occasionally by the

OVERWEIGHTED CHAPER ON CRED.

THE BELL.

and there remained nothing for it but to bring it up and recast it.

The second bell was still more unfortunate. It not only became cracked, but its metal was described by Dr. Percy as "practically homogeneous." And this is the bell we hear to-day. It was resolved to make the best of a bad job. A lighter hammer was made, and by casting the ring of the bell it struck it on a piece of metal from his back, and thus bid its infirmity from the centre of fear of the man in the street. Lord Grimthorpe admitted that if the crack gradually works right through the result will be intolerable, and then, he jubilantly added, perhaps we may have at last a sound great bell of Westminster. Meanwhile the inevitable is approaching. It is the crack deepening, that is regrettable for the distance that has during the past few months recalled our attention to Big Ben.

MORE PECULIARITIES.

As for the quarter bell, they rejoice in peculiarities that date back to their birth. Tested soon after they were hung it was found that the first quarter bell had its note flat of A; second quarter, flat of G; third quarter, flat of F; fourth quarter, flat of C. What more in the way of variety could the most rapacious ear desire?

The excited citizen of Mechlin or Antwerp would, Mr. Haweis cried aloud, have had three bells down after their first tuneless attempt to play the quarter. In London, we are more patient. How much longer will the richest capital in the world continue to suffer an excruciating nuisance? It is no use tinkering with Big Ben or his satellites. The only cure is to be found in the process of recasting.

The cost would not approach that of a new Dean's organ. It would, in fact, not greatly exceed that of one of the new gulls that are alleged to have given pause to German naval enterprise. It was part of the contract of the founder of the first Big Ben; that if the work, when completed, were not found satisfactory, he would recast the bell at a charge of £1 per hundredweight. Big Ben weighs 13 tons. Estimating at the full price of ten guineas a hundredweight, it will be seen that at a comparatively trifling expenditure repairs might be removed from Westminster.

NOTICE OF REMOVAL.

THE Undersigned have This Day moved their Offices to No. 2, CONNAUGHT ROAD CENTRAL (3rd Floor).

DENNIS &amp; BOWLEY.

Solicitors &amp; Notaries.

Hongkong, and January, 1911.

(78)

## PROVERBS, ENGLISH AND PORTUGUESE.

Ancient the recent revolution in Portugal, a writer in "T. P.'s Weekly" has an interesting comparison of English and Portuguese proverbs. There is a well-defined relationship between the "old saws" of the two nations, as the following extracts will show:—

Instead of saying "Every tub must stand on its own bottom," the Portuguese say "Let every sheep hang by its own leg." We say, "An Englishman's home is his castle," while an almost parallel idea is conveyed in "Every one is a king in his own house." As a variation of the "To live in clover," they say "To be like a fish in the water." The English proverb, "A man is known by the company he keeps," finds its Portuguese equivalent in "Tell me with whom thou goest, and I will tell thee what thou dost." There is rather a different idea suggested in "God gives clothes according to the cold" to that which we have in "God tempers the wind to the shorn lamb." He is your friend who can "cut you out of a scrape" agrees in sentiment with our "A friend in need is a friend indeed."

There are several rather interesting proverbs relating to wives; for example, "The ass embraced the thistle, and they found themselves relations," and "The ass that utters on a stranger's premises will leave it laden with wood," in English, and "The ass that utters on a stranger's premises will leave it laden with wood," in Portuguese. "Play with an ass, and he will slap your face with his tail." This, perhaps, as true as any of them; "Better have a bad ass than a bad son."

The Portuguese have several proverbs which are rather hard on the medical profession. Take this, for instance: "The bladders of physicians are covered by the earth," or "God heal, and the doctor gets the money."

"Women" figures very prominently in a large number of their proverbs. The following are a few of the most striking: "Women and glass are always in danger"; "Wives of a bad woman, and put no trust in a good one"—that certainly seems rather hard on the sex in general, and surely needs qualifying. The proverb which affirms that "The graying woman tells of everybody and everybody of her" unquestionably contains more than an element of truth, and, although it may seem somewhat unkind to say it, we cannot refrain from giving our endorsement to the proverb which states it: "Women, wind and luck soon change."

## GAMBLER'S FORTUNE.

SIX MONTHS' WINNINGS AT MONTE CARLO.

An unprecedented feat at Monte Carlo has been accomplished by Mr. W. Danbrough, an American, who has just arrived in London with £4,000 which he won during his stay at the great gambling resort. The first day he played he risked £1,000 and won heavily. He continued, and at one time had a credit balance of £3,000. From that moment his luck turned, and he won and lost from £1,000 to £1,500 a day. He finally decided that he had passed the maximum of good luck and so let well alone. The fortunate American, whom the Monte Carlo papers have dubbed Le Souverain Garcia (after the famous painter who broke the bank two years ago), has no system whatever.

Systems are the province of over-heated brains, and cranks, he said to an interviewer. When you have luck, follow it up. That has been my success. I have spent six months at Monte Carlo, and, according to one of the directors of the bank, I am the only man who has won a fortune after half a year's gambling. People who have been lucky at the game invariably have won during a short visit. Sir Hiram Maxim's system of doubling would be all right if there were not a limit of £40 at the table.

During my stay I had a throng of French reporters surrounding me, taking down every move. The French Press, therefore, have a far more exact account of my play and winnings than I possibly could give. At one time I had

WON EARLY £50,000.

and after I had lost it nearly all my money came back, and I thought I would leave the roulette alone for a while. At once as my success was known in Monte Carlo I received hundreds of beginning letters and requests to reveal my system, which I did not permit. Other people, again, asked me to finance their systems. I could not let me give thousands of francs away to those poor beggars. No, I never put a cent on a horse, and I have not been to a race meeting for years. I am crazy on golf, and have a private links in the New Forest. But in Monte Carlo I had no time for golfing, my play at the Casino occupying me; of my time. In some days I used to gamble from ten to the morning till eleven at night, but I have become more sensible since, taking plenty of time for motoring through the glorious French and Italian Riviera. The pipe spread the rumor that I have

BOUGHT A LIFE ANNUITY OF £10,000.

There is no truth in that. My friends tried to persuade me to do so, but I loved my winnings in gilt-edged securities—not English ones of course, but Russian, Mexican, and Canadian.

REWARD.

LOST, between the Registrar-General's Office and Sherk Tong Tui, a TITLE-DEED for L.L. 333 covered up with Chinese paper, the property of the undersigned. Any one returning the deed to the undersigned will be given a reward of \$10.

FUNG PAK SANG.

208, Hollywood Road.

Hongkong, and January, 1911.

(78)

## RECENT SAYINGS IN THE OLD COUNTRY.

"I avoid scores, but apathy is much worse," Lord Charles Beresford.

The first duty of a household is not to require luxuries, but necessities of life.—G. B. Shaw.

Good boys make good men, good men make good citizens, and good citizens are respected wherever they go.—Harry Lauder.

The more educated and intelligent people are, the more trouble they generally take to retain the good opinion of their neighbors.—Dr. Ethel Bentham.

Literature, if true at all, must be true for all time, and will appeal to all people who possess the faculty necessary for sympathetic comprehension.—Sir Oliver Lodge.

If only universal rules would grow over the idea of art, as of a thing vital to human progress, the idea would spread and gradually obtain generally.—Selwyn Image.

The woman who runs a home sacrifices so dignly; the woman who runs a home well combines all the professions of womanhood in the highest possible degree.—Mr. Ken mu.

The future destiny of Great Britain must depend on a brighter and more intellectual England. It is not to be attained by flying flags and attending patriotic demonstrations.—Sir George Reid.

The object of the Government and people of Japan is to make their allies understand Japan more fully, and to emphasize the fact that Japan has granted a good deal of modern civilization on an old civilization with some success.—Japanese Ambassador.

## Notices of Firms.

NOTICE.

THE Undert and Responsibility of Mr. WILHELM HELL in our Firm created as from the 31st December, 1910.

ARNHOLD, KARBURG &amp; Co.

Hongkong, 1st January, 1911.

[90]

NOTICE.

MR. PAUL HELL has been admitted a Partner in our Firm from this date.

KRUSE &amp; Co.

Hongkong, 1st January, 1911.

[78]

## Auctions.

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

TO-MORROW,

the 5th January, 1911, at 10 A.M., at

H.M. NAVAL YARD,

OLD AND SURPLUS NAVAL AND

VICTUALLING STORES,

Comprising:—

OLD AND SURPLUS NAVAL STORES:—

ASH HOIST ENGINES, HOSES, LAMPS

AND LANTERNS, TOOLS, OLD IRON AND

METALS, ELECTRIC CABLES, BLOCKS,

SEARCH LIGHT MACHINES, TYRES,

WHISKY, COAL SACKS, CANVAS COB-

TAINS, RAGS, OLD INDIA-RUBBER,

OLD LEATHER, CARPETS, MATTING,

OLD BOATS, FURNITURE, ROPE,

MEDICAL INSTRUMENTS, &amp;c., &amp;c.

OLD AND SURPLUS VICTUALLING

STORES:—PROVISIONS, SEAMEN'S

CLOTHING, BLANKET, OFFICERS'

MESS TRAYS, (A quantity of ELECTRO-

PLATED ARTICLES AND TABLE LINEN),

IMPLEMENTS, SEAMEN'S MESS UTEN-

SILS, OAK STAVES, &amp;c., &amp;c.

TERMS OF SALE:—As detailed in the

Catalogues.

HUGHES &amp; HOUGH,

By Appointment Auctioneers to the

Admiralty.

Hongkong, 4th January, 1911.

[770]

G. R.

PUBLIC AUCTION.

THE Undersigned will let by PUBLIC

AUCTION,

on

FRIDAY,

the 13th January, 1911, at 3 P.M., on the

spot,

The Several Lots Numbered 1 to 19 on Plan

to be seen at the Auctioneers' Office, for

execution of

BOOTHES AND MATSHEDS,

on the Government Ground adjoining the

Race Course, North of the Grand Stand

Enclosure.

TERMS:—Cash.

For Plan and Conditions of Sale, apply to

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 3rd January, 1911.

[793]

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &amp;c.,

Undertaken and Executed,

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 15th March, 1911.

(71)

## HONG KONG AVERAGE MARKET PRICES.

Corrected 29th Dec., 1910, 100 cts. per \$ 100.

BUTCHER MEAT.

Beefsteak & prime cut—Mol Lung Pa B. 20

" Corned—Ham Ngau Yuk 22

" Roast—Shiu 22

" Breast—Ngau Lam 15

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Sirloin—Ngau Lau 20

" Sausages—Ngau Yuk Chong 25

" Bullock's Brains—Know 9

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 50

" Head—Ngau Tau 85

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook 18

" Kidneys—Ngau Yiu 18

" Tail—Ngau Mel 18

" Liver—Ngau Con 18

" Tripe (addressed)—Ngau To 6

" Calves' Head and Feet—Ngau Chai 10

" Mutton Chop—Young Pal Kwai 22

" Leg—Young Pal 22

" Shoulder—Young Shan 22

" Pig's Chitlins—Chai chong 22

" Brains—Chai Know 14

" Feet—Chai Kook 12

" Fry—Chai Chai 12

" Head—Chai Tau 15

" Heart—Chai Sum 13

" Kidneys—Chai Yiu 13

" Liver—Chai Kon 13

" Pork, Chop—Chai Pal Kwai 20

" Corned—Ham Chai Yuk 20

" Leg—Chai Pal 20

" Fat or Lard—Chai Yau 20

" Sheep's Head and Feet—Young Tau 20

" Keok—Young Sum 20

" Kidneys—Young Yiu 20

" Liver—Young Con 20

" Sucking Pigs, To Order—Chai Chai 20

" Suet Beef—Sung Ngau Yau 20

" Mutton—Sung Young Yau 20

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

" Chicken—Kai Chai 20

" Capons, Large, Small—Siu Kai 20

" Ducks—Ap 20

" Doves—Pan Kau 20

" Eggs, Hen—Kai Tan 20

" Fowls, Canton—Kai 20

" Hailan—Hoi Nam Kai 20

" Geese—Ngo 20

" Geese, Wild Shanghai—Sheng Hoi Yau 20

" Ngu 20

" Musk Deer—Wong Kung 20

" Hare—Tu Chai 20

" Partridge—Che Khoo 20

" Pheasant—Shan Kai 20

" Pigeons, Canton—Pak Kung 20

" Holow—Holow Pak Kung 20

" Quail—Um Chon 20

" Rice Birds—Wo Fa Chai 20

" Snipe—Sa Chai 20

" Turkey, Cock—Fo Kai Kung 20

" Hen—Na 20

" Wild Ducks, Shanghai, Salt—Ap Chai 20

" Teal, Shanghai, Salt—Ap Chai 20

" Wild Ducks Canton—Sung Shing Sai 20

" Ap 20

" Fish.

Barbel—Ka Yu 20

" Bream—Biu Yu 20

" Canton Fresh Water Fish—Hoi Bin Yu 20

" Carp—Li Yu 20

" Catfish—Chik Yu 20

" Gudgeon—Mou Yu 20

" Grass—Hoi 20

" Gurnard—Mou Yu 20

" Hake—Mou Yu 20

" Dace—Wong Ma Yu 20

" Dace—Wong Ma Yu 20

" Dog Fish—Tui Yu 20

" Mals, Congor—Hoi Ma Yu 20

" Fresh water—Tui Yu 20

" Yellow—Wong Siu 20

" Frog—Tian Kai 20

" Garoupa—Sik Pan 20

" Gadgou—Pak Kung Yu 20

" Herrings—Tao Pak 20

" Halibut—Chung Kwan Yu 20

" Labrus—Wong Fa Yu 20

" Loach—Wu Yu 20







## CANTON DAY BY DAY.

[From Our Own Correspondent.]

## INCREASING DEMAND FOR PASSPORTS.

Canton, 3rd Jan.

His Excellency the Acting Viceroy has received a despatch from the Wai-wu pa to the effect that applications for the issue of passports to go abroad are increasing daily. Although inquiries have been made and a report furnished, they fall short of details. Some matters should be devised for the protection of those who proceed abroad in the capacity of merchants. Officials and gentry going abroad to study methods of government, laws, education and other matters do so, to a certain extent, in connection with Governmental reform in China. It is necessary to institute a thorough inquiry, and furnish three reports thereon. Every official or gentry applying for a passport to go abroad, must first make it clear that he is not a spy on his own account or is commissioned by the Government. Matters pertaining to investigation, travel, right-of-way and study must be duly classified. As regards merchants and laborers, it should be decided whether they leave the country for the purpose of earning an independent trading or under employment, and if so, whether they are to be employed in the country or to state their destination. All these details must be given separately, so as to facilitate examination and approval.

## FIRE IN A LAMP-SHOP.

Early on the morning of the 3rd inst, a shop dealing in foreign lamps in Ning Yuen Lane in the Western suburb caught fire and the entire premises were burnt down. The fire was subdued before it was able to spread to an adjoining tenement.

## COWARDLY ASSAULT BY ROBBERS.

There is very often a tendency to gambling, in Sai Tsang village, in the Shun Tak district for some years past, gambling has been very rife. Robbery and extortion of people for ransom have been a daily occurrence. On the night of the 3rd inst, a villager was being dragged out of the village, he cried out for help. This greatly annoyed the robbers, who struck the victim on the head with the butt-end of their rifle inflicting a heavy cut. They also shot the victim through the upper part of his legs, which caused the unfortunate man to fall on the ground in an unconscious state. The robbers, thinking the man was dead, decamped and left the insensible man alone. Shortly afterwards, the wounded man was carried back to his house by his friends. He was still unconscious and the wounds bled profusely. The unfortunate man is being carefully attended to but it is feared that two wounds will prove fatal.

## AGRICULTURAL PROGRESS.

The places through which flows the Pak Kiang, the north tributary of the Pearl River, are suitable for agriculture and the rearing of animals. The people of these districts, however, are of a very conservative nature. They retain their old methods in connection with the above-named industries, and are opposed to improvement. For this reason, there is no prospect of these industries flourishing. A native of Ying Tak, thinking vast improvements were urgently needed, proceeded to Japan some years ago to join the Horticultural School. He has now completed his course of four years' training and has passed with distinction. He returned to the country some days ago, and found that there were several tracts of undeveloped land. The expert in question is of the opinion that this soil is fit for the growing of mulberry trees and fruit bearing trees, and also for the raising of animals. He has decided to open up the land next year. His scheme has won the favour of the local gentry and the educated section of the population.

## CHINESE IMMIGRANTS IN AMERICA.

The Chinese Chamber of Commerce of California has wired to the Wai-wu pa, the National Assembly and the Press Association reporting that the Chinese immigrants are being subjected to a very severe and unjustified medical examination on arrival in the United States and that the Chinese Minister has no notice of their representations on the subject. The Chamber therefore asks for an investigation of His Excellency's conduct.

## B'YOU SCENIC THEATRE.

The management of the above announce the engagement of a new artist, who, however, is not new to the Colony. At an early date which will be duly announced, Miss Ruby Crystal, who met with such unequalled success during her former occupation of the local boards, will again make her debut before a Hongkong audience and we have no doubt that the clever and talented artist will at once establish herself in the good graces of the seeker after entertainments. We are informed that Miss Ruby Crystal will appear in double roles with Miss Vera Ferris, and with Mr. R. H. Stephenson thrown in, the "Bijou" should certainly attract large audiences nightly.

## SERVICE NOTES.

Lieutenant A. P. Saunders, who has been appointed navigating officer of the *Alcey*, despatch vessel of the China Squadron, has served abroad for eight years, having joined the service in September, 1901. He was promoted Lieutenant in June, 1908, and was recently serving on the sloop *Cadmus* in a similar capacity.

Captain E. F. Bice, who is well known on the China Station, has just been appointed flag captain of the *Powheel*, flagship of the Australian Squadron.

## WEDDING.

Yesterday morning the marriage took place at St. John's Cathedral of Miss Ada Winifred Wright, daughter of Mr. and Mrs. Francis W. Wright, and Dr. Percy James Kelly, late of the Bengal Medical Service, and now of the Government Medical Service. The service was conducted by his Lordship the Bishop of Victoria (Dr. Lander), assisted by the Rev. F. T. Johnson, the Cathedral chaplain. The bride, who was given away by her father, wore a charming white satin dress, draped with a long old Irish lace veil. Miss Quence Wright acted as bridesmaid. The bridegroom was supported by Dr. G. D. R. Black as "best man." A reception was held afterwards at the residence of the Hon. Dr. and Mrs. Atkinson, after which the happy couple left for Macao on their honeymoon. The presents were numerous and costly.

## EUROPEAN LADY ASSAULTED.

INDIAN SOLDIER CONVICTED AND SENTENCED.

An Indian spy of the I.K.S.B. R.G.A. was charged at the Magistrate's Court yesterday morning before Mr. J. R. Wood, for assaulting a European lady by the name of Miss J. H. in Haiphong Road, Kowloon. It appears that while the complainant was doing a little shopping on Monday night at 7 p.m. the defendant followed behind and struck her on the leg with a stick and then on the arm. The defendant stated at the Police Court yesterday morning that it was an accident, but his Worship thought otherwise and passed sentence of six weeks' imprisonment.

## AN AMERICAN ON THE PHILIPPINES.

JUDGE WILLIAMS INTERVIEWED.

Judge Williams, who has spent eight years in the Philippines, returned to this island this afternoon by the *Taming*. Interviewed by a *Hongkong Telegraph* representative, the Judge said that he was confident of the future of the Philippines—more so now than he ever was. As Secretary of the Taft Commission in 1900, and Judge of the Land Court, he has had exceptional opportunities of studying the islands and their people. The possibilities are immense. Gold is to be found. In Paracale there are two dredgers at work, and two more have been ordered. This is placer dredging, which gives every indication, of course, of gold existing in the neighborhood. In one district mines are also being opened up, which were worked in the old Spanish days but not developed to any great extent. He believed in its future, as well as in the gold mines of Baguio. There has been difficulty in inducing capital to come from the States. Business was so prosperous in America. Men made money there, and the Philippines had, up to last year, been looked upon as anything but a possession. The Payne bill had done wonders for the country, whilst the establishment of that large sugar estate in Mindoro gave assurance and confidence to those who now looked upon the Philippines as their home.

The tourist traffic had been diverted direct to Manila from Japan, the big ships called, there was no transshipment of cargo. The conditions to-day, said the Judge, were very promising, and the next five years would see some wonderful developments. Rubber was a new thing in the islands—it was being cultivated in the southern island, and would add materially to the natural wealth of the country.

## FIRE ON THE "NORD."

Shortly after six o'clock last evening, the fire-alarm bell at Kowloon was sounded and at first it was thought that the Deck Company's premises had gone ablaze. This rumour, however, proved incorrect on arrival of the Fire Brigade at the scene of the conflagration, as it was found that the steamship *Nord* was involved in flames which at one time threatened to assume serious dimensions. The fire-fighters, which included the contingent with the Government fire-boat and the Dock Company Brigade, at once set to work with a will and after about an hour's hard struggle with the flames, succeeded in having the fiercest element subdued, but not before extensive superstructural damage had been sustained by the vessel.

The cause of the fire has not been ascertained, but the flames originated in the hold of the vessel and thence spread with alarming rapidity to other parts of the ship. The vessel had gone alongside the wall for the purpose of undergoing repairs, and was not under way. The fire broke out at about 5.30 p.m. and was extinguished at 7.15 p.m. The *Nord* has been employed by the Asiatic Petroleum Company for the carrying of oil. The amount of the damage is not known but it is by no means slight.

## FOOTBALL.

An American football match was played on the S.C.C. ground, Shanghai, between teams from the U.S.S. *Helena* and *Samar*. The game was rather one-sided, due to the fact that the *Samar* team was at a great disadvantage in weight and that the boat had a far smaller crew than the *Helena* from which to choose a team. The *Helena* team won by 41 points to nil.

## SHIPPING DISASTERS.

London, Dec. 31.—The figures in connexion with the shipping disasters during the year show that the total losses have aggregated £60,000.

The largest losses were those of the Aberdeen White Star steamer *Parthenon*, which was lost off West Australia, and the Blue Anchor liner *Ward*, which was never heard of again after leaving Durban on her voyage from Australia to England.—N. C. D. News.

## To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship  
"FOOKSANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo, impeding the discharge or remaining on board after 4 p.m., the 5th inst., will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, 4th January, 1911.

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.  
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship  
"MIYASAKI MARU,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be carried on the vessel in the Godowns given to the contrary before Noon, T.O.-DAY.  
Goods not cleared by the 11th January, will be subject to rent.  
No Fire Insurance has been effected.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Fengkong, 4th January, 1911.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI.  
SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN Ports up to CALLEA (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship  
"CAPRI"  
Captain Morecio, will be despatched as above on FRIDAY, the 13th January, at Noon.  
For further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 4th January, 1911.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.  
FOR NEW YORK.  
S.S. "SHIMOSA".....On or about 25th Jan.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 4th January 1911.

## COMMERCIAL.

4th January, 1 p.m.  
The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:—  
Allagars.....51/2  
Anglo-Javas.....21/2  
Anglo-Malays.....21/2  
Balgowans.....50/2  
Berams.....6/2  
Carey United.....16 1/2 prem.  
Castleside.....18/6  
Chengkat Serdangs.....37/2  
Cheras (part paid).....\$8 prem.  
Do. (fully paid).....\$8  
Diamantara.....147/6  
Eastern International.....139 prem.  
Glencarys.....52/2  
Highlands and Lowlands.....58/0  
Indragiris.....51 1/2  
Kamoonings.....4 prem.  
Kuala Lumpurs.....157/6  
Ledbury.....61/6  
Linggi.....142/0  
London Asiatics.....119/0  
London Ventures.....53  
Marlins.....50/2  
Pajama.....51/0  
Pegohs.....53 1/2  
Rubber Trusts.....17/6 prem.  
Sandyrocks.....\$10  
Sapporo.....237/2  
Sheldons.....140/0  
Shillings.....70/2  
Singapore & Johore.....51 1/2  
Sungel Chohs.....80/2  
Sungel Kapars.....126/6  
Tongkahs.....126/6  
Toorahs.....126/6  
United Serdangs.....115/2  
United Singapore.....51 1/2  
United Sumatras.....79/0  
United Langkats.....90/2  
Duff.....12/2  
Trenches.....50/6  
Para Rubber.....56 per lb.

## Events Coming.

Wednesday, 4th January.  
Bijou Theatre, 9.15 p.m.  
Saturday, 7th January.  
Royal Hongkong Yacht Club Races.  
Saturday, 14th January.  
United Students Club Dance at Kowloon School, 9 p.m.  
Smoking Concert at the Water Police Station, Kowloon, 8.30 p.m.  
Distribution of Prizes at Diocesan School, 8 p.m.

## To-day's Advertisements.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Hongkong, on THURSDAY, the 12th day of January, 1911, at 11.30 o'clock in the forenoon, when the following Resolutions will be proposed:—

(1)—That Article No. 70 of the Articles of Association of the Company, which now reads:—  
"The Directors shall have power from time to time and at any time to appoint any other persons to be Directors, but so that the total number of Directors shall not at any time exceed seven and so that no appointment under this clause shall have effect unless two-thirds at least of the Directors concur therein," be amended by eliminating the word "seven" in the third line of such Article and by substituting the word "five" therefor, and also by eliminating the words "two-thirds at least" in the fourth line of such Article and by substituting the words "a majority" therefor.

(2)—That Article No. 71 of the Articles of Association of the Company, which now reads:—  
"The Directors other than the General Manager shall be paid out of the funds of the Company by way of remuneration for their services a Commission of Five per cent. of the net profits of the Company for each year provided that such profits amount to seven per cent. of the capital of the Company and such remuneration shall be divided among them in such proportions and manner as the Directors may determine and in default equally," be amended by eliminating therefrom the words "provided that such profits amount to seven per cent. of the capital of the Company" in the third and fourth lines thereof and by substituting therefor the words "in any one year except the sum of \$5,000."

(3)—That Article No. 82 of the Articles of Association of the Company, which now reads:—  
"The remuneration of the General Manager shall be \$5,000 per annum to cover office rent and salaries of Secretary and clerks and a commission of 5 per cent. of the net profits of the Company for each year (such sum) profits amount to 7 per cent. of the Capital of the Company," be amended by eliminating the words "that such profits amount to 7 per cent. of the capital of the Company" in the fourth and fifth lines of the Article in question.

(4)—That Article No. 105 of the Articles of Association of the Company be struck out and that in lieu thereof the two following further Articles be added, namely:—  
"No. 105."  
"Notice of the Declaration of any dividend whether interim or otherwise shall be given to the holders of registered shares by advertisement in manner hereinafter provided and no dividend shall be paid unless and until the Company and a dividend shall not be deemed a 'special dividend.'"  
"No. 106."  
"All dividends unclaimed for one year after having been declared may be invested or otherwise made use of by the Directors for the benefit of the company until claimed and all dividends unclaimed for five years after having been declared may be forfeited by the Directors for the benefit of the Company."

(5)—That the above Resolutions shall be retrospective in their effect; and that the alterations in the Articles of Association of the Company hereby effected shall be deemed to have been effected and to come into force as on and from the 1st day of January, 1911.  
Should the above Resolutions be passed by the required majority they will be submitted for confirmation at Special Meetings to a second Extraordinary Meeting which will be subsequently convened.  
Dated this 4th day of January, 1911.  
By Order of the Board,  
JOHN D. HUMPHREYS & SON,  
General Managers.

"SHIRE" LINE OF STEAMERS, LIMITED.  
NOTICE TO CONSIGNEES.  
FROM EUROPE.

THE Steamship  
"CARDIGANSHIRE,"  
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.  
Goods not cleared by the 10th inst., at 6 p.m., will be subject to rent.  
All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 10th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 4th January, 1911.

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamer.

"NUBIA"  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.  
Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 9 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd January, 1911.

## Intimations.

POPULAR  
"ASAHI" BEER.



PRICES:  
4 Dos. Quarts.....\$12.00 per case  
8 Dos. Pints.....\$12.50 " "  
Hongkong, 16th December, 1910.

SOUTH MANCHURIA RAILWAY  
SHORTEST & QUICKEST ROUTE  
BETWEEN  
THE FAR EAST & EUROPE, via DAIREN.  
WINTER SCHEDULE.  
(Effective till April 30, 1910.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changhai four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Koto Maru" and "Sakio Maru" (each 2,877 tons) as follows:—

| NORTH BOUND.               |                          |          |             |            |             |           |                          |                        |                                  |
|----------------------------|--------------------------|----------|-------------|------------|-------------|-----------|--------------------------|------------------------|----------------------------------|
| 1st Class Fares            | Shanghai (Steamer)       | .....Lv. | Thurs. Sat. | Sun. Tues. | Thurs. Fri. | Fri. Sat. | State Express for Moscow | Wagon-Lits from Moscow | State Express for St. Petersburg |
| \$40                       | Dairen (S.M.R. Train)    | .....Lv. | 6.00 p.m.   | 7.45 a.m.  | .....       | .....     | .....                    | .....                  | .....                            |
| Y14.95                     | Mukden (S.M.R. Train)    | .....Lv. | 3.00 " "    | 9.55 " "   | .....       | .....     | .....                    | .....                  | .....                            |
| Y11.50                     | Changchun (S.M.R. Train) | .....Lv. | 3.00 " "    | 9.55 " "   | .....       | .....     | .....                    | .....                  | .....                            |
| R 9.65                     | Harbin (Russian Train)   | .....Lv. | 7.50 p.m.   | .....      | .....       | .....     | .....                    | .....                  | .....                            |
| Connecting at Harbin with: |                          |          |             |            |             |           |                          |                        |                                  |
| SOUTH BOUND.               |                          |          |             |            |             |           |                          |                        |                                  |
| 1st Class Fares            | Harbin (Russian Train)   | .....Lv. | Thurs. Sat. | Sun. Tues. | Thurs. Fri. | Fri. Sat. | State Express for Moscow | Wagon-Lits from Moscow | State Express for St. Petersburg |
| R 9.65                     | Changchun (S.M.R. Train) | .....Lv. | 7.50 p.m.   | 6.40 a.m.  | .....       | .....     | .....                    | .....                  | .....                            |
| Y11.50                     | Mukden (S.M.R. Train)    | .....Lv. | 7.00 " "    | 1.45 p.m.  | .....       | .....     | .....                    | .....                  | .....                            |
| Y14.50                     | Dairen (S.M.R. Train)    | .....Lv. | 7.00 " "    | 1.45 p.m.  | .....       | .....     | .....                    | .....                  | .....                            |
| Y40.00                     | Shanghai (Steamer)       | .....Lv. | 10.30 " "   | Noon       | .....       | .....     | .....                    | .....                  | .....                            |

Supplementary Charges on DAIREN-CHANGCHUN Service.  
EXPRESS EXTRA FEE.....Y3.00  
SLEEPING CAR SUPPLEMENT.....Y5.00  
TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and the Hamburg-Amerika Linie.  
RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Manitoku" Codes: A.B.C. 5th. Ed. A.I. & Lieber's.

## FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.  
Output 3,000 tons per day.  
Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Cheloo, Shanghai, Hongkong, Singapore and Penang.  
MINING DEPARTMENT.  
SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "Manitoku" Codes: A.B.C. 5th. Ed. A.I. & Lieber's.  
Agents: MITSUI BUSSAN KAISHA, LTD.  
Hongkong, 1st January, 1911.

## CLUB WHISKY.

EQUAL TO ANY OTHER  
ON THE MARKET, AND  
BETTER THAN THE  
MAJORITY.

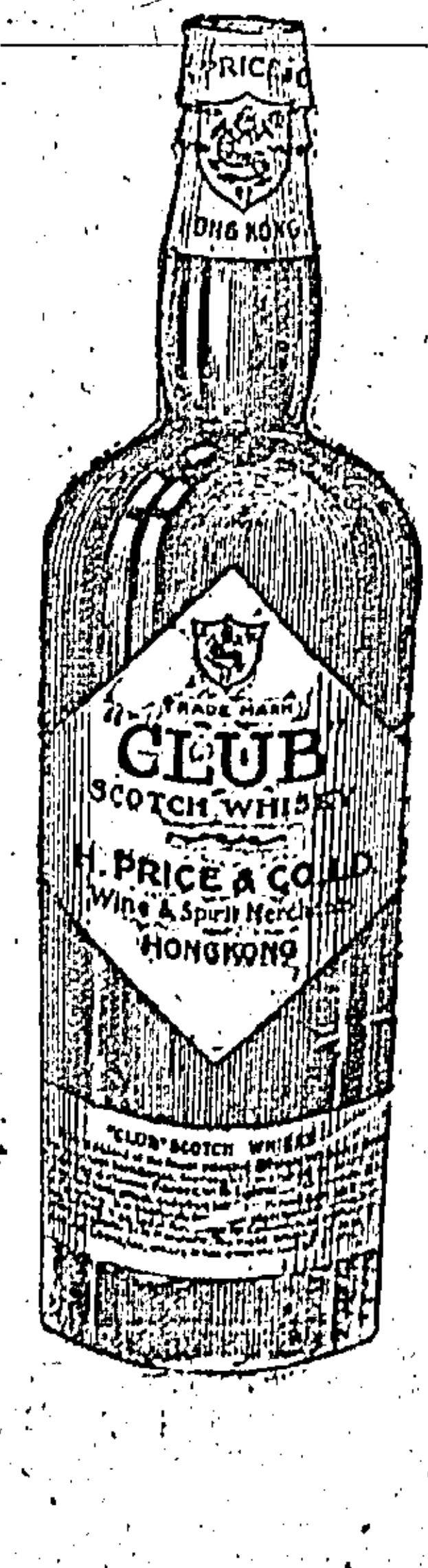
Price \$16.00 per dozen

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Hongkong, 29th December, 1910.





## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between Chioa, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &amp;c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong.                          | From St. John.                  |
|-----------------------------------------|---------------------------------|
| "EMPRESS OF CHINA" SATURDAY, JAN. 14TH. | "ALLAN LINE" FRIDAY, FEB. 10TH. |
| "MONTEAGLE" WEDNESDAY, JAN. 25TH.       | "ALLAN LINE" FRIDAY, MAR. 10TH. |
| "EMPRESS OF INDIA" SATURDAY, FEB. 11TH. | "ALLAN LINE" FRIDAY, APRIL 7TH. |
| "EMPRESS OF JAPAN" SATURDAY, MAR. 11TH. | "ALLAN LINE" FRIDAY, MAY 5TH.   |
| "EMPRESS OF CHINA" SATURDAY, APRIL 2TH. |                                 |
| "MONTEAGLE" TUESDAY, APRIL 18TH.        |                                 |

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars of application from Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 45.

Via New York ..... 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATIONS).

| For                          | Steamship | On                           |
|------------------------------|-----------|------------------------------|
| SHANGHAI                     | TUNGSHING | THURSDAY, 5th Jan, Daylight. |
| SHANGHAI                     | WINGSANG  | FRIDAY, 6th Jan, Daylight.   |
| SHANGHAI, KOBE & MOJI        | DOOSANG   | FRIDAY, 6th Jan, Noon.       |
| MANILA                       | YUENSANG  | SATURDAY, 7th Jan, Noon.     |
| SINGAPORE, PENANG & CALCUTTA | KUTSANG   | TUESDAY, 10th Jan, Noon.     |
| MANILA                       | LOOYGSANG | SATURDAY, 14th Jan, Noon.    |

## RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Kaitang, Nanyang* and *Fooking* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yungtze Ports, Choofo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 4th January, 1911.

General Managers.

General Managers.

General Managers.

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## Shipping—Steamers.

## NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS.                                                               | STEAMERS.                                                                                                                                                                      | SAILING DATES, 1909                                                                                                                                 |
|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | KAGA MARU, Capt. M. Hingino, Tons 7000<br>ATSUGA MARU, Capt. W. Thompson, Tons 9300<br>HIYAHYI MARU, Capt. N. Mathieson, Tons 7000<br>MIYASAKI MARU, Capt. T. Murai, Tons 9300 | WEDNESDAY, 4th Jan., at Daylight.<br>WEDNESDAY, 18th Jan., at Daylight.<br>WEDNESDAY, 11th Feb., at Daylight.<br>WEDNESDAY, 15th Feb., at Daylight. |
| VICTORIA, B.C., & SEATTLE                                                   | SADO MARU, Capt. S. Hiedah, Tons 7000                                                                                                                                          | SATURDAY, 31st Dec. From KOBE.                                                                                                                      |
| VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA  | TAMBA MARU, Capt. K. Sato, Tons 7000<br>AWA MARU, Capt. S. Ishikawa, Tons 7000                                                                                                 | TUESDAY, 31st Jan., at Noon.<br>TUESDAY, 28th Feb., at Noon.                                                                                        |
| SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE   | NIKKO MARU, Capt. M. Yagi, Tons 6000<br>KUMANO MARU, Capt. M. Wierckler, Tons 6000                                                                                             | FRIDAY, 10th Jan., at Noon.<br>FRIDAY, 17th Feb., at Noon.                                                                                          |
| BOMBAY, &c.                                                                 | OEYLO MARU, Capt. F. Fyoo, Tons 6000                                                                                                                                           | TUESDAY, 10th January.                                                                                                                              |
| NAGASAKI, KOBE and YOKOHAMA                                                 | KUMANO MARU, Capt. M. Wierckler, Tons 6000                                                                                                                                     | WEDNESDAY, 18th Jan., at Noon.                                                                                                                      |
| SHANGHAI, MOJI & KOBE                                                       | COLOMBO MARU, Capt. E. Corbin, Tons 5000                                                                                                                                       | TUESDAY, 17th January.                                                                                                                              |
| KOBE and YOKOHAMA                                                           | MIYAZAKI MARU, Capt. Murai, Tons 9300                                                                                                                                          | THURSDAY, 4th Jan., at 11 A.M.                                                                                                                      |

† Flitted with new system of wireless telegraphy. † Cargo only. \* Carries deck passengers. † Omitting Penang. † Call at Genoa.

## PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

| Steamers.     | Tons  | Leave Hongkong | RATES OF PASSAGE.                   |
|---------------|-------|----------------|-------------------------------------|
| MIYASAKI MARU | 9,000 | 15th Feb.      | To London, per New Steamer          |
| KITANO        | 9,000 | 1st March      | 1st class Single . . . 450          |
| IYO           | 9,000 | 15th "         | 2nd class Single . . . 350          |
| HIRANO        | 9,000 | 29th "         | 3rd class Single . . . 250          |
| TANGO         | 9,000 | 12th April     | Return . . . 450                    |
| KAMO          | 9,000 | 26th "         | Old Ste. 1st class Single . . . 500 |
| AKI           | 9,000 | 10th May       | Return . . . 450                    |
| MISHIMA       | 9,000 | 24th "         | 2nd class Single . . . 350          |
|               |       |                | Return . . . 450                    |

## To Victoria, B.C. and Seattle, Wash. U.S.A.

| Steamers. | Tons  | Leave Hongkong | RATES OF PASSAGE.              |
|-----------|-------|----------------|--------------------------------|
| AWA MARU  | 7,000 | 28th Feb.      | To Pacific Coast Common Points |
| INADA     | 7,000 | 18th March     | 1st class Single . . . 450     |
| TAMBA     | 7,000 | 15th April     | 2nd " " " " " 350              |
| AWA       | 7,000 | 23rd May       | 3rd " " " " " 250              |

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO,

Manager.

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## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BAYAN, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain H. J. Jowell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 7th January, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.B. Moolah, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Calcutta*, 11,000 tons, on the 18th February, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

B. A. HEWITT,

Superintendent.

Hongkong, 27th December, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APOAR,"

Capt. L. C. Tewkeshead, will be despatched for the above Ports, on THURSDAY, the 5th Jan., 1911, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 31st December, 1910.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain W. Barrett, will be despatched as above about 10th January.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 19th December, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain R. Hayes, will be despatched as above about 2nd February.

The attention of Passengers is directed to the excellent accommodation afforded by this steamer at the ports. She is fitted throughout with electric light, and carries a Doctor and Stewards.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 19th December, 1910.

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KIOTO,"

Captain J. A. Smith, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 6th January, 1911, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th January will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 21st December, 1910.

Hongkong, 21st December, 1910.

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COMMERCIAL.

TO-DAY'S EXCHANGE.

Table with exchange rates for various locations including London, America, Germany, India, and others.

SHIPPING AND MAILES

MAILES DUE.

Table listing shipping arrivals and departures with details on ship names, companies, and destinations.

THE WEATHER.

On the 4th at 11.55 a.m. - The barometer has been considerably in E. Japan, and fallen slightly over China.

Shipping.

Arrivals.

Ships, Ger. s.s. 258, L. Mars, 3rd Jan. - Shanghai 31st Dec. Gen. - H. A. L. Lion, R. s.s. 259, John S. Cave, 3rd Jan.

Departures.

Ships, Jan. 4, 10 a.m. - a.s. for Canton, a.s. for Hongkong, a.s. for Shanghai, a.s. for Hongkong.

Post Office.

PRIVATE LETTER BOXES G.P.O.

Boxholders are reminded that the rent (5 pence annum) of their Letter Boxes for the year 1911, is now due and should be paid in before the 10th inst.

Passengers dep. rtd.

For Nubia, for Shanghai - Rev. C. N. N. Hodges, For Yokohama - Mr. and Mrs. John Noble, Misses M. Helm, A. Kendall, and Mrs. A. T. Willis.

VESSELS IN PORT.

SYNOPSIS.

Bullmouth, Br. s.s. 2,507, T. Powell, 2nd Jan. - a.s. for Peking 25th Dec. Bull Oil, a.s. for Peking.

CHINA COAST METEOROLOGICAL REGISTER.

January 2nd, 1911, a.m.

Table with meteorological data for various locations including V. Advisto, N. H. Koda, T. Koda, etc.

SAILING VESSELS.

January 3rd, 1911, a.m.

Table with sailing vessel information including ship names, destinations, and departure times.

Post Office.

PRIVATE LETTER BOXES G.P.O.

Boxholders are reminded that the rent (5 pence annum) of their Letter Boxes for the year 1911, is now due and should be paid in before the 10th inst.

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VESSELS IN PORT.

SYNOPSIS.

Bullmouth, Br. s.s. 2,507, T. Powell, 2nd Jan. - a.s. for Peking 25th Dec. Bull Oil, a.s. for Peking.

CHINA COAST METEOROLOGICAL REGISTER.

January 2nd, 1911, a.m.

Table with meteorological data for various locations including V. Advisto, N. H. Koda, T. Koda, etc.

SAILING VESSELS.

January 3rd, 1911, a.m.

Table with sailing vessel information including ship names, destinations, and departure times.

Post Office.

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Boxholders are reminded that the rent (5 pence annum) of their Letter Boxes for the year 1911, is now due and should be paid in before the 10th inst.

Passengers dep. rtd.

For Nubia, for Shanghai - Rev. C. N. N. Hodges, For Yokohama - Mr. and Mrs. John Noble, Misses M. Helm, A. Kendall, and Mrs. A. T. Willis.

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[786]

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